

February 6, 2004

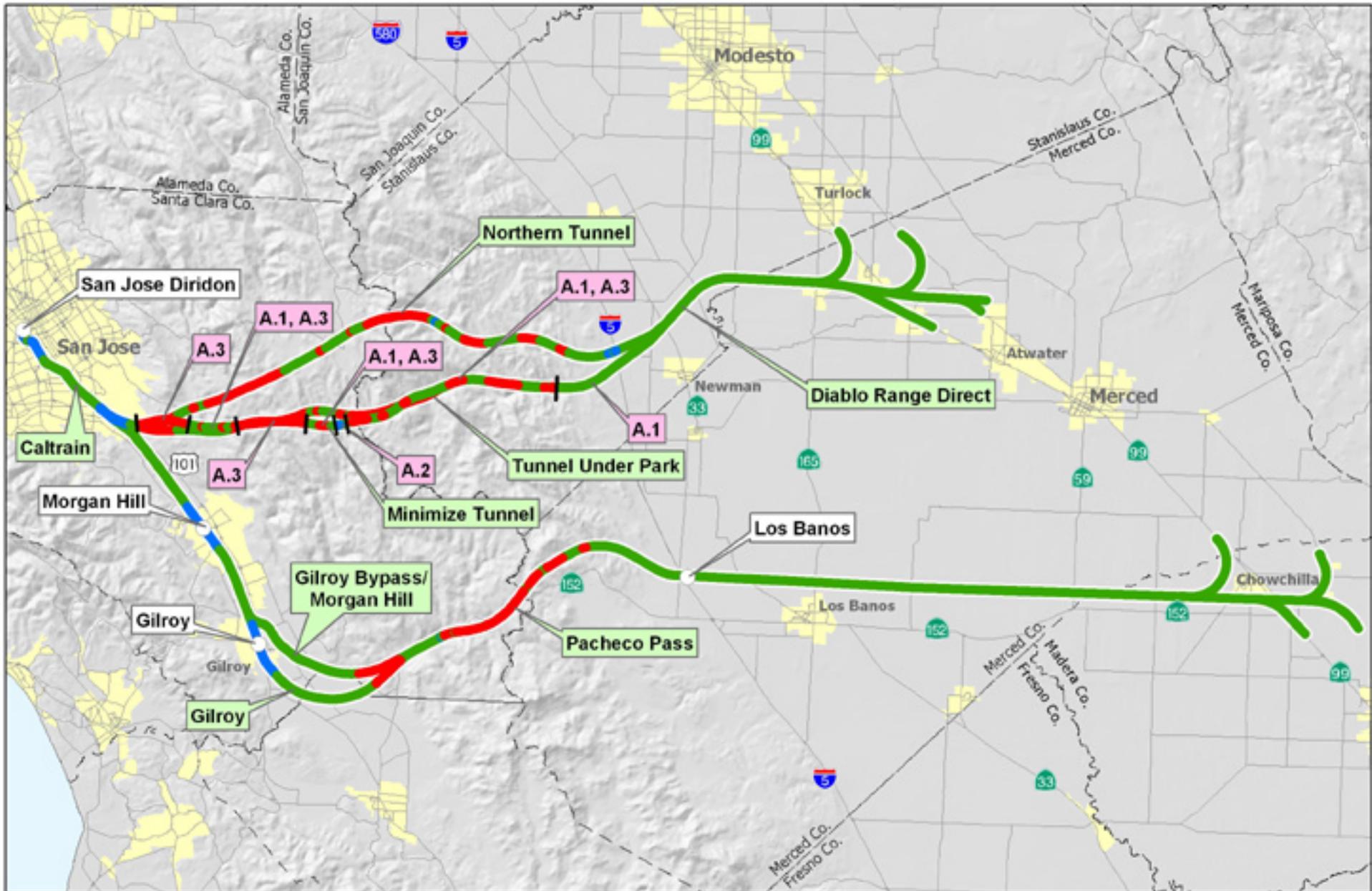


**Legend**

- Aerial
- At-Grade
- Tunnel
- Urban Area
- Station Potential Station
- Alignment Alignment Designation
- A.1 Cross Sections and Limits of Figure

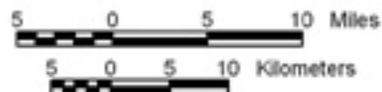
California High Speed Train Program EIR/EIS

**Alignment Structure Types and Corresponding Cross Sections**  
San Jose to Merced  
Tunnel Under Park Alignment



February 3, 2004

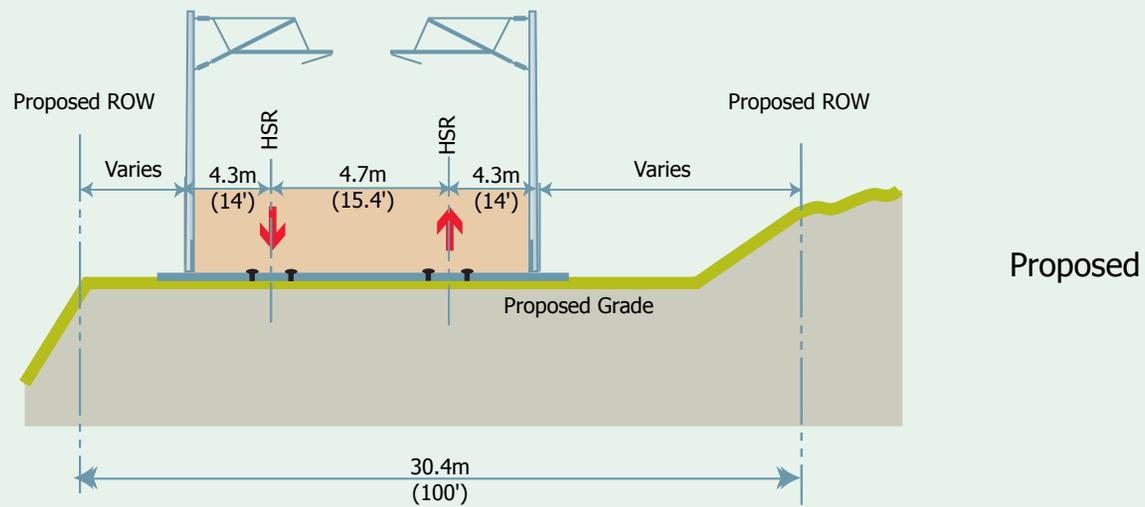
California High Speed Train Program EIR/EIS



**Legend**

-  Aerial
-  At-Grade
-  Tunnel
-  Urban Area
-  Station Potential Station
-  Alignment Alignment Designation
-  Cross Sections and Limits of Figure

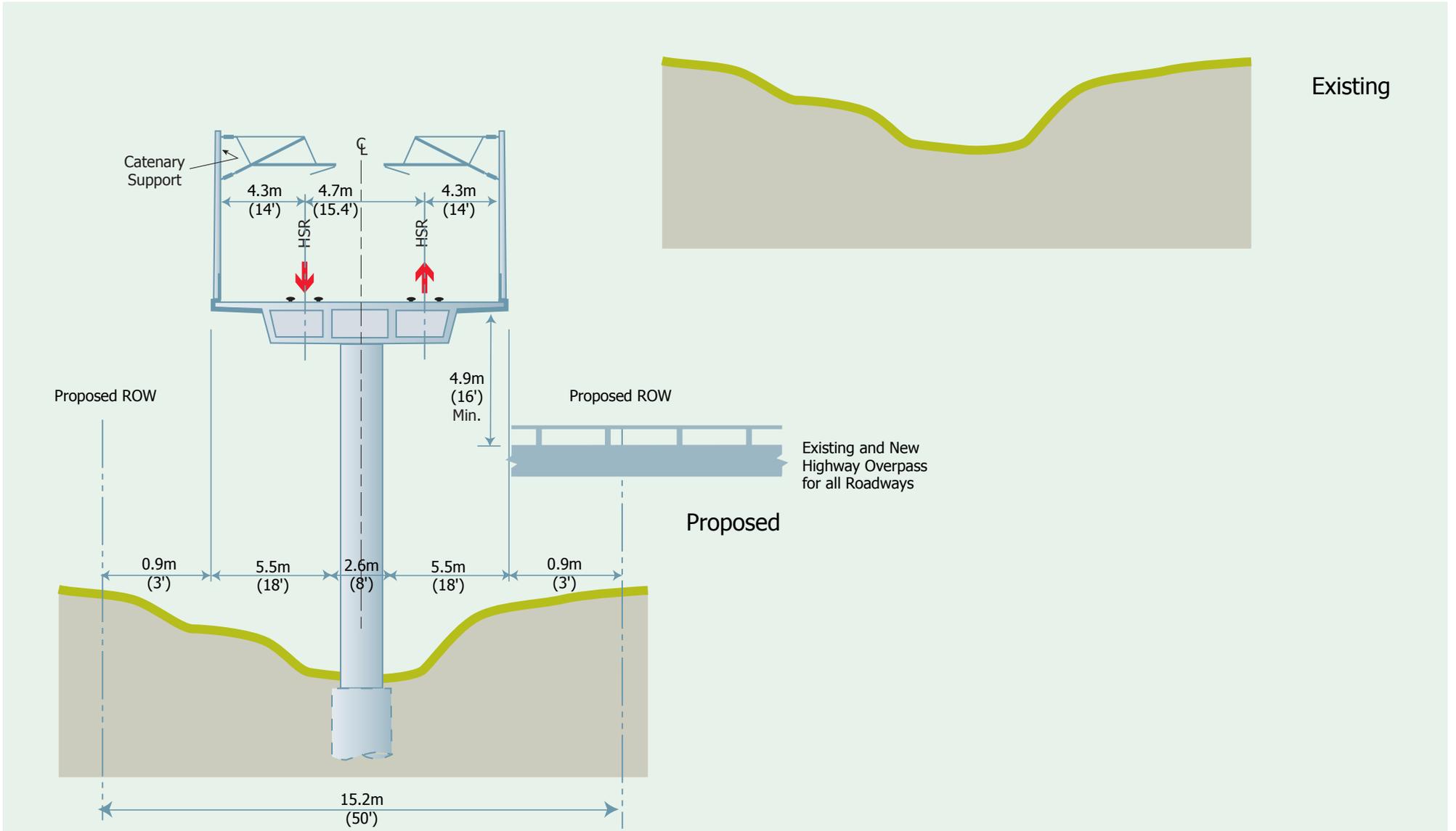
**Alignment Structure Types and Corresponding Cross Sections**  
San Jose to Merced  
Minimize Tunnel Alignment



California High-Speed Train Program EIR/EIS

**Typical At-Grade Mainline Section  
(Undeveloped Areas)  
Bay Area - Merced Region  
Diablo Range Direct Alignment Option  
San Jose to Atwater/Gilroy to Los Banos**

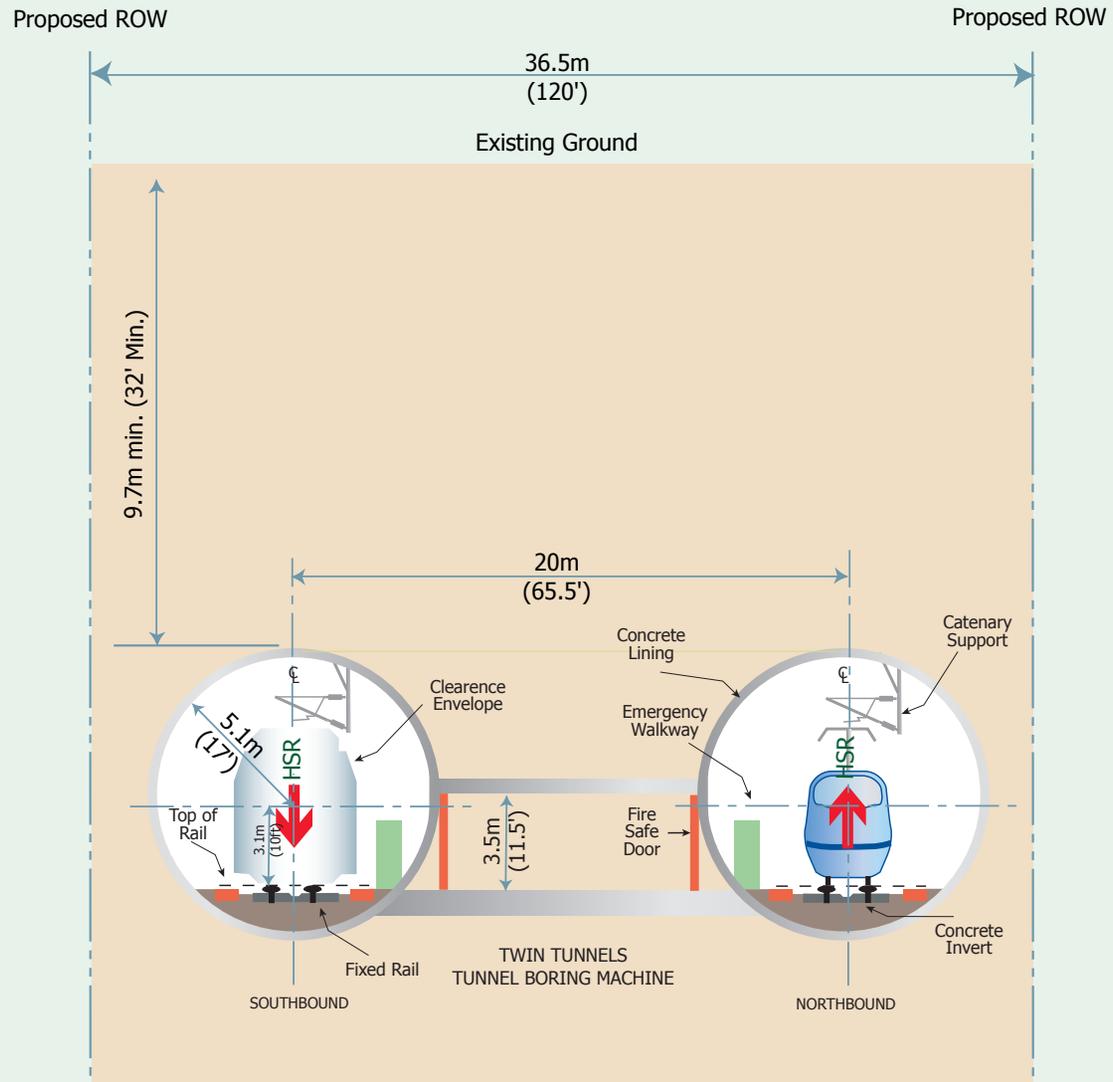
Figure A.1



California High-Speed Train Program EIR/EIS

**Typical Aerial Structure  
(Underdeveloped Areas)  
Bay Area - Merced Region  
Diablo Range Direct Alignment Option  
San Jose to Atwater/Gilroy to Los Banos**

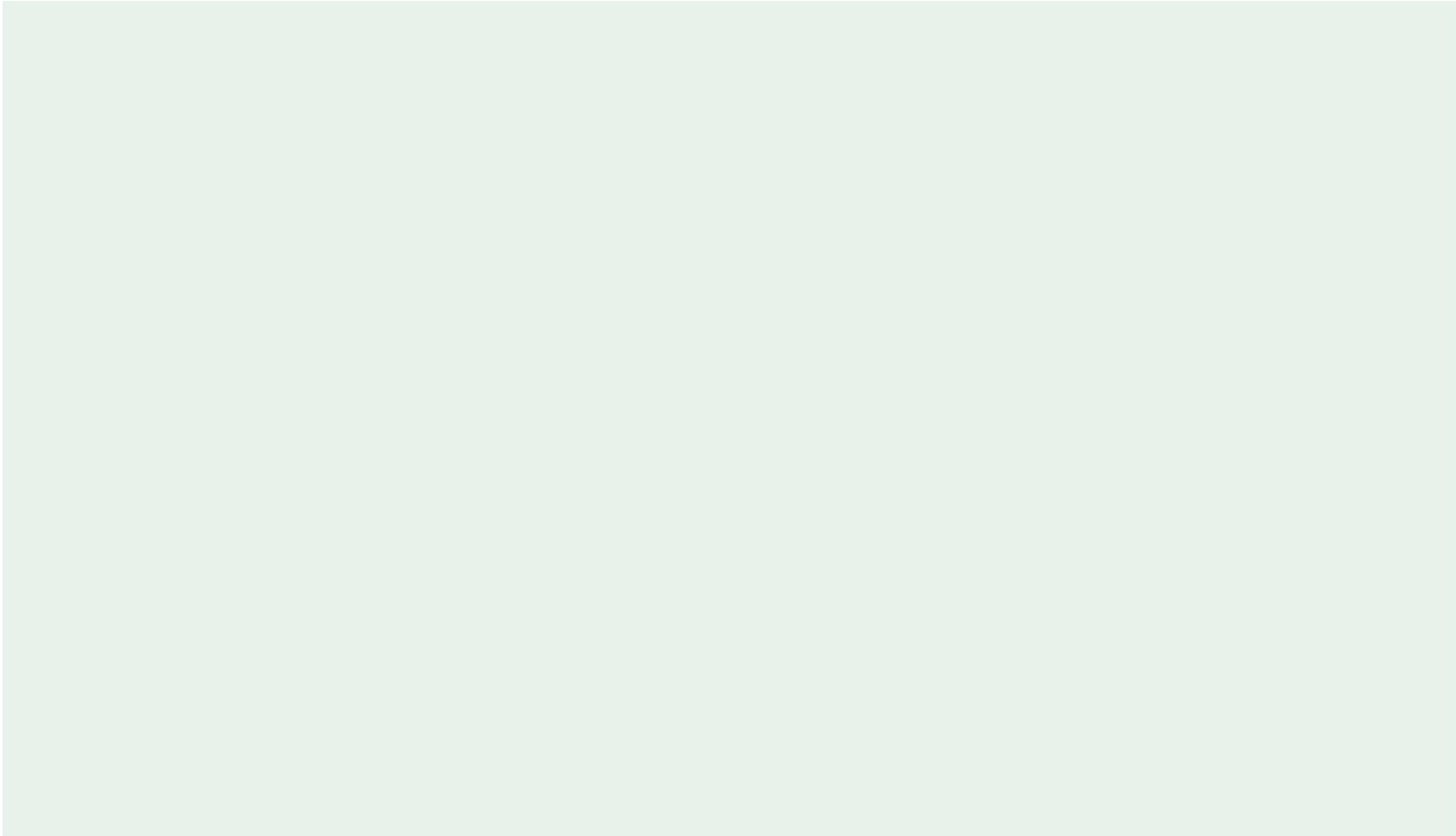
Figure A.2



California High-Speed Train Program EIR/EIS

**Typical Twin Single Track Tunnel  
Tunnel Length Less than 6 Miles  
Bay Area - Merced Region  
Diablo Range Direct Alignment Option  
San Jose to Atwater/Gilroy to Los Banos**

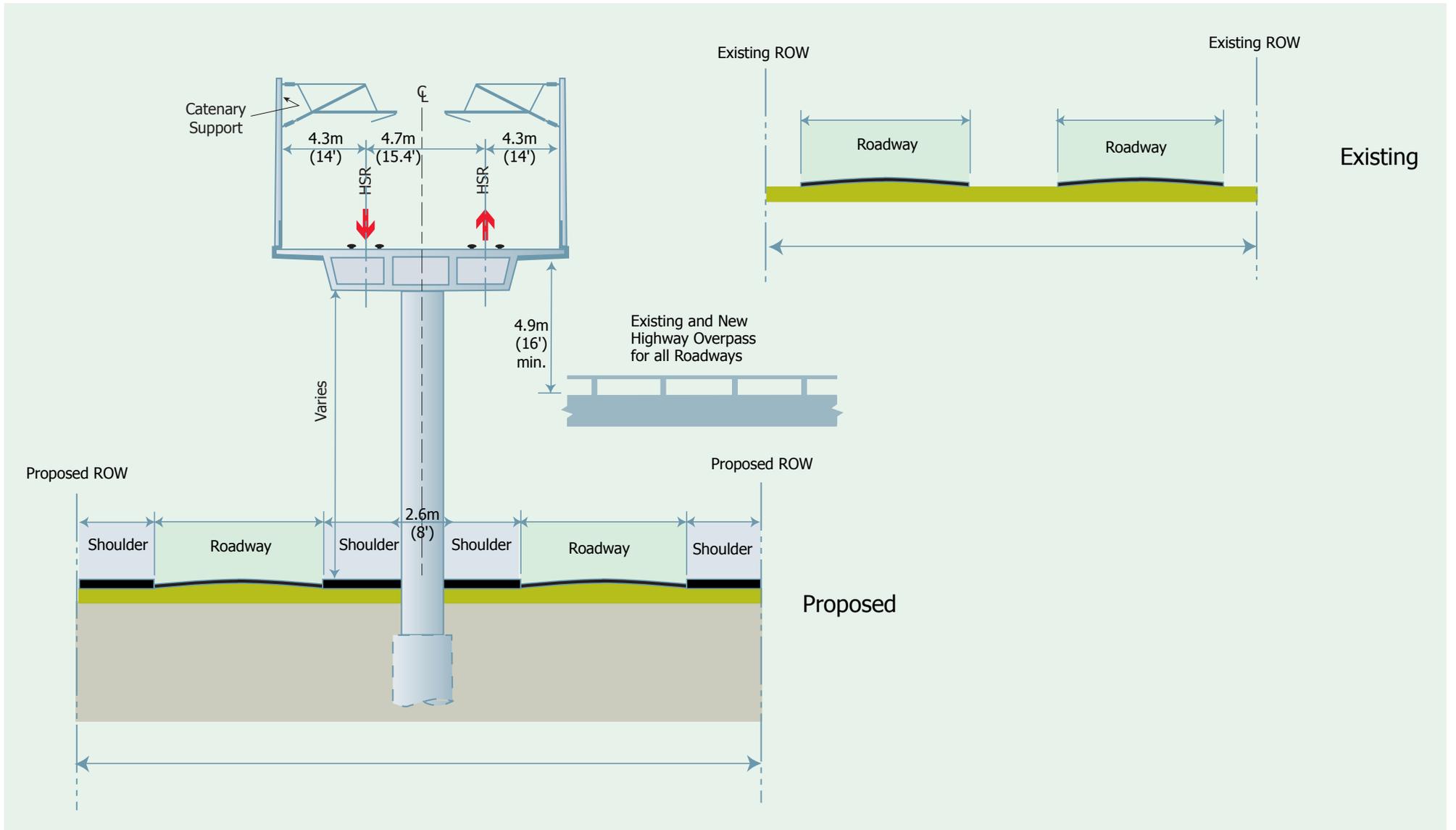
Figure A.3



California High-Speed Train Program EIR/EIS

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Figure A.4



California High-Speed Train Program EIR/EIS

**Typical Aerial Structure  
(Developed Areas)  
Bay Area - Merced Region  
Diablo Range Direct Alignment Option  
San Jose to Atwater/Gilroy to Los Banos**

Figure A.5